

Message Text

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ORIGIN IO-14

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00
DODE-00 DOTE-00 EB-08 INR-10 NSAE-00 FAA-00 L-03
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DRAFTED BY IO/TRC:WADIAMANTI/IO:RBARRY:BGR
APPROVED BY IO - C. W. MAYNES
EB/OA/AVP:JGRAVATT
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P 151942Z JUN 78
FM SECSTATE WASHDC
TO AMCONSUL MONTREAL PRIORITY
AMEMBASSY MOSCOW PRIORITY
INFO USMISSION USUN NEW YORK PRIORITY
AMEMBASSY LONDON PRIORITY

C O N F I D E N T I A L STATE 152569

FOR USREP ICAO DOWNS FROM ASSISTANT SECRETARY MAYNES

E.O. 11652: N/A

TAGS: PORG, ICAO, UK, UR

SUBJECT: KOREAN AIRLINER FORCED DOWN IN USSR

REFERENCES: (A) STATE 148207 (6-12-78); (B) MONTREAL 1152;
(C) MOSCOW 12915; (D) MONTREAL 1128 (NOTAL); (E) STATE
140185; (F) MONTREAL 1064

1. I AGREE WITH YOU THAT IT IS IMPORTANT TO AVOID TURNING
AN ICAO SAFETY MATTER INTO A POLITICAL CONFRONTATION WITH
THE SOVIET UNION. WHILE I AGREE WITH YOU THAT
INTERCEPTION PROCEDURES SHOULD BE REVIEWED WITH A VIEW
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SEEING IF THEY ARE ADEQUATE IN THE LIGHT OF RECENT
EXPERIENCE, I BELIEVE IT IS IMPORTANT THAT WE DO THIS
WITHOUT SPECIFIC REFERENCE TO THE KOREAN AIRLINE FLIGHT.

2. GOING TO CAPITALS AT THE POLITICAL LEVEL AS SUGGESTED
IN REFTEL B WOULD VERY LIKELY RESULT IN THE KIND OF
POLITICIZATION WHICH WOULD SERVE TO STALEMATE THE EFFORT

YOU HAVE LAUNCHED TOGETHER WITH OTHERS. MY SUGGESTION IS THAT WE CONTINUE ARGUING OUR CASE ON THE TECHNICAL LEVEL IN MONTREAL MAKING IT CLEAR THAT WE HAVE NO DESIRE AT ALL TO MAKE A POLITICAL ISSUE OF THE KAL INCIDENT WITH THE SOVIET UNION. PERHAPS THE BEST WAY OF DOING THIS WOULD BE TO CITE OTHER CASE WHERE EXISTING

INTERCEPTION PROCEDURES HAVE PROVEN INADEQUATE. I HAVE IN MIND THE CASE OF THE LIBYAN AIRLINER SHOT DOWN BY THE ISRAELIS IN FEBRUARY 1973.

FOR MOSCOW: AT YOUR DISCRETION YOU MAY POINT OUT TO FADEYEV OR OTHER SOVIET OFFICIALS THAT WE ARE NOT RAISING INTERCEPTION PROCEDURES IN ICAO IN AN EFFORT TO MAKE POLITICAL POINTS. RATHER, WE WANT TO JOIN OTHERS IN EXAMINING INTERCEPTION PROCEDURES ON THE TECHNICAL LEVEL IN AN EFFORT TO DETERMINE THEIR ADEQUACY. AS OUR OWN MILITARY AIRCRAFT WOULD NOT BE ABLE TO COMMUNICATE DIRECTLY WITH A CIVILIAN AIRLINER WHICH STRAYED INTO OUR AIRSPACE WE SHARE AN INTEREST IN BEING SURE THAT PROCEDURES ARE ADEQUATE TO DEAL WITH SUCH INSTANCES. YOU MAY CITE OTHER OCCASION DISCUSSED IN PARAGRAPH TWO ABOVE IN ORDER TO POINT UP THE POTENTIAL SERIOUSNESS OF THE PROBLEM. USREP ICAO COULD MAKE SIMILAR POINTS WITH SOVIETS AND CZECHS AS THE OCCASION ARISES.

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FOR LONDON: IN RESPONSE TO QUERY FROM UK EMBASSY ON THIS MATTER, WE INFORMED THEM OF CONTENTS OF REFTEL A. CHRISTOPHER

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NNN

Message Attributes

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